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NO FOREIGN DISSEM [REDACTED]

PHOTOGRAPHIC INTERPRETATION REPORT



[REDACTED]

SOUTHEAST ASIA ACTIVITY REPORT

SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM 4-10 AUGUST 1966

NPIC/R-264/66

AUGUST 1966

SUMMARY NO 15

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/No Foreign Dissem [REDACTED])

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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4. Interdictions, Route 911, Laos

SPECIAL PHOTOGRAPHIC SUPPLEMENT

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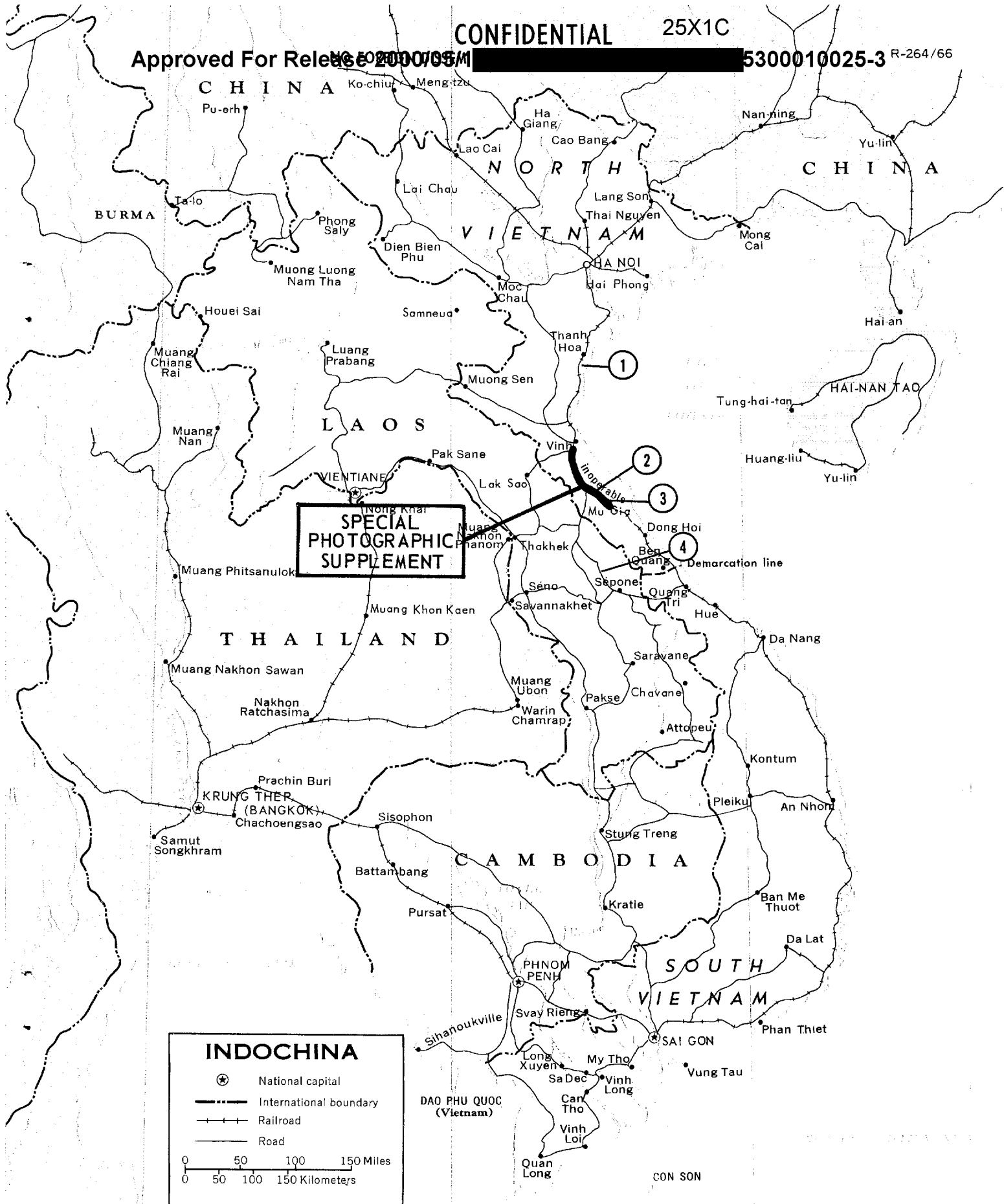
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1. Railroad By-pass and Spur, Thanh Hoa/Vinh Rail Line, North Vietnam

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A railroad by-pass around the serviceable Thien Linh Dong Railroad Bridge over the Hoang Giang [REDACTED] extends from UTM WG748818 to a serviceable by-pass bridge at UTM WG742812, then rejoins the Thanh Hoa/Vinh Rail Line at UTM WG747810 (Figure 1). A spur branches off the

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by-pass at UTM WG741816 and extends to the area of a [REDACTED] at UTM WG737821, where it terminates in a two-track rail yard. A second [REDACTED] at UTM WG732816 is connected to Route 704 by a new access road.

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NPIC Cable Cites 8004, DTG 042309Z, Aug 66; 8039, DTG 090050Z, Aug 66
NPIC Briefing Board L-1474

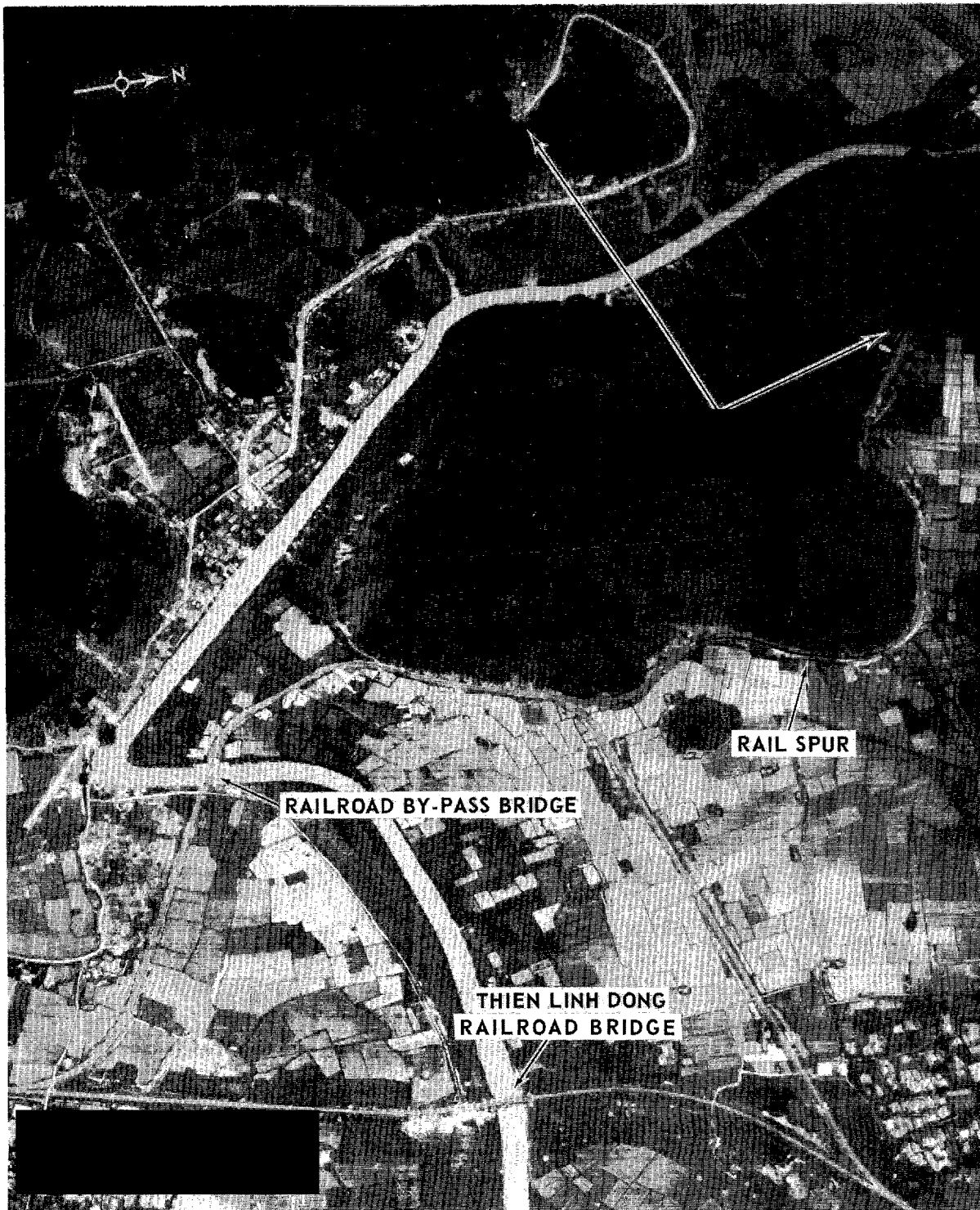
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FIGURE 1. RAILROAD BY-PASS AND SPUR, THANH HOA/VINH RAIL LINE, NORTH VIETNAM

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2. Railroad Cable Bridge, Vinh/Dong Hoi Rail Line, North Vietnam

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Track extends across the bridge to the ends of both cleared approaches at the railroad cable bridge immediately south of the destroyed Xom Khe Railroad Bridge over the Khe Net [REDACTED] at 17-58N 105-55E (Figure 2). There is no evidence that this track will be joined to the Vinh/Dong Hoi Rail Line. Well used trails connecting the track to the main line indicate probable transloading at both ends of the bridge. A possible crude rail car, possibly to act as a shuttle across the bridge, is under construction at the south terminus of the new track section, and numerous rail ties are piled in the area. The previously reported by-pass remains under construction (Figure 13).

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[REDACTED]
NPIC Cable Cites 7936, DTG 300136Z, Jul 66; 8014, DTG 052141Z, Aug 66; 8056, DTG 100247Z, Aug 66
NPIC Briefing Board L-1383

3. Rail Construction, Vinh/Dong Hoi Rail Line, North Vietnam

Rail construction is observed on the Vinh/Dong Hoi Rail Line south of the Rao Nay (river) in the vicinity of its former terminus at Thuong Phong Trang. Rails extend southeast from UTM XE062802 following the alignment of the old railbed to UTM XE067795 (Figure 3). Ties without rails are in place from this point to UTM XE070792. A segment of Route 110 parallel to the Vinh/Dong Hoi Rail Line is being improved from 17-53N 106-01E to 17-49N 106-07E. Since traffic has been using the abandoned railbed rather than Route 110 in this area, the improvement suggests that the railbed will be used again for the rail line and will no longer be available to vehicles. No additional construction is observed on the railroad by-pass around the destroyed Thuong Phong Trang Railroad Bridge over the Rao Nay [REDACTED] at 17-54N 106-00E (Figure 15).

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NPIC Cable Cites 7803, DTG 190113Z, Jul 66; 8000, DTG 042215Z, Aug 66

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NORTH VIETNAM

ROUTE 151

RAILROAD
CABLE BRIDGE

RAIL CONSTRUCTION

ROUTE 15

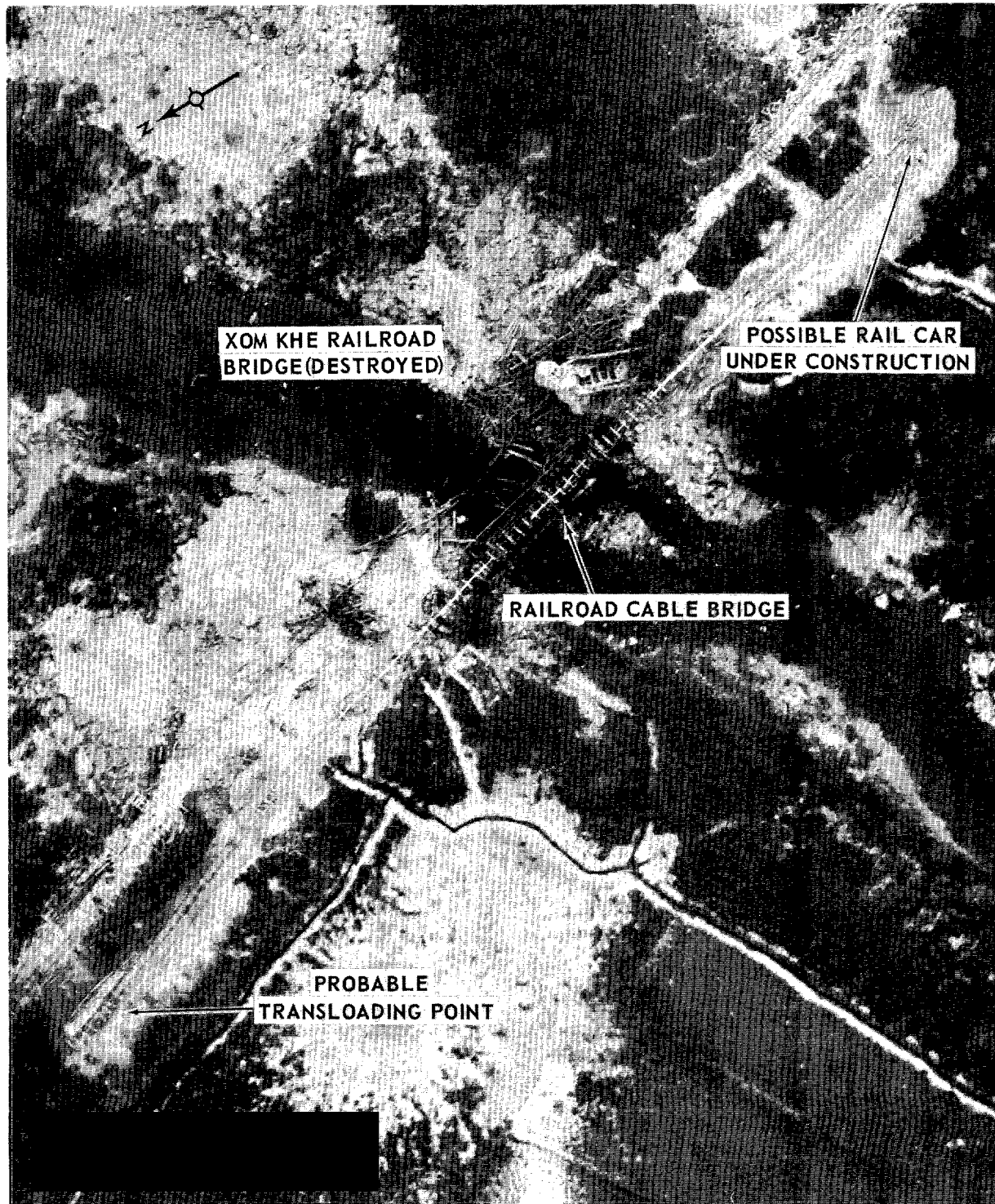
ROUTE 110

ROUTE 101

AMS SERIES JOG(A) 1501
SHEET NE 48-11 1ST EDITION
AUG 65 SCALE 1:250,000

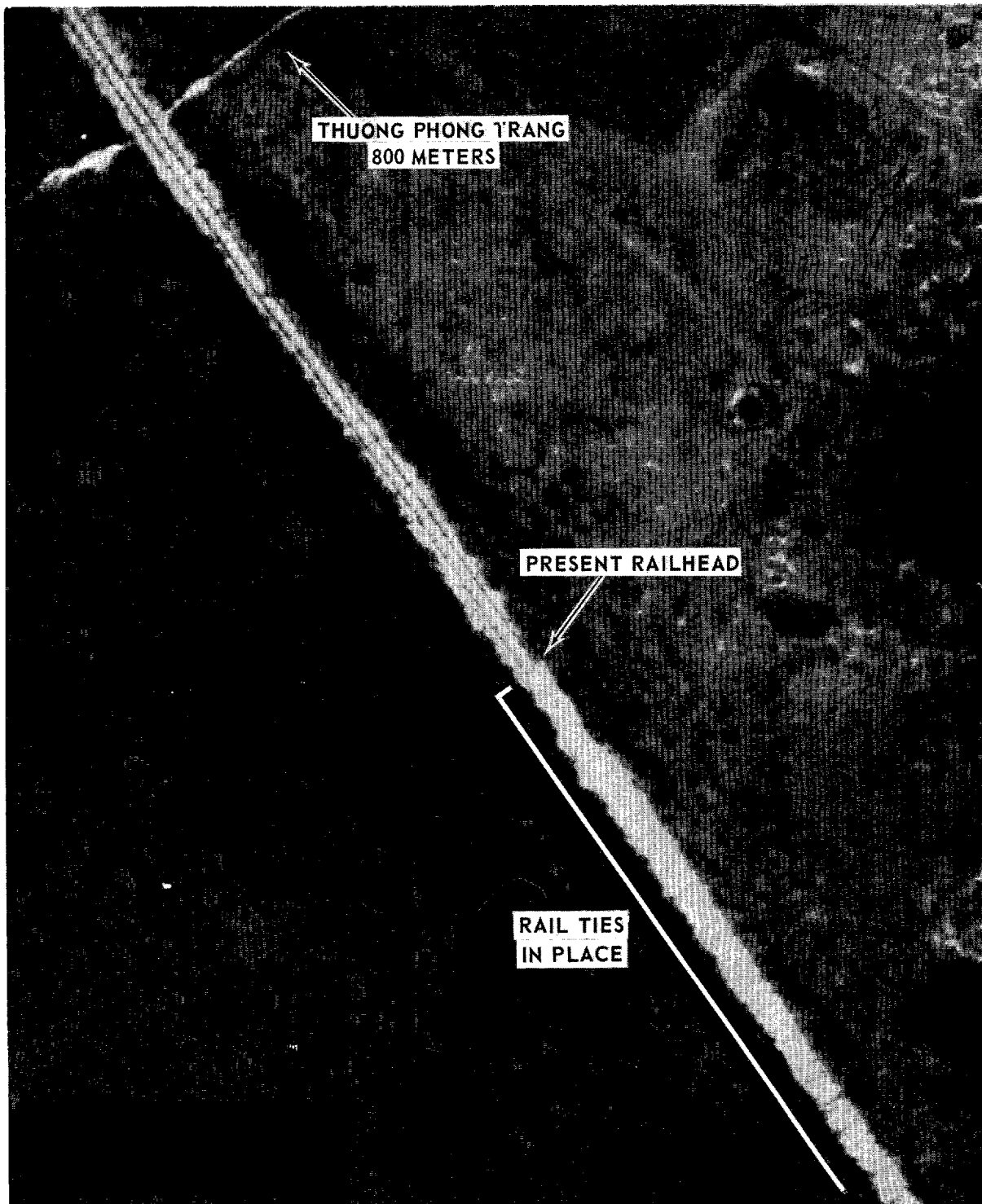
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FIGURE 2. RAILROAD CABLE BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM



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FIGURE 3. RAIL CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

4. Interdictions, Route 911, Laos

Route 911 has been interdicted by a large bomb crater at UTM XD065715 (Figure 4). Although the crater is similar to numerous other interdictions throughout the road network, the fact that it was not by-passed by vehicles from [REDACTED] is indicative of road usage. Seven derelict vehicles (four shown in Figure 5), including a ten-wheel truck, have been observed since [REDACTED] in the vicinity of a ford approximately 800 meters west of the interdiction. Additional interdictions concentrated at UTM XD088670 on Route 911 near Ban Sop Khom were apparently not by-passed from [REDACTED]

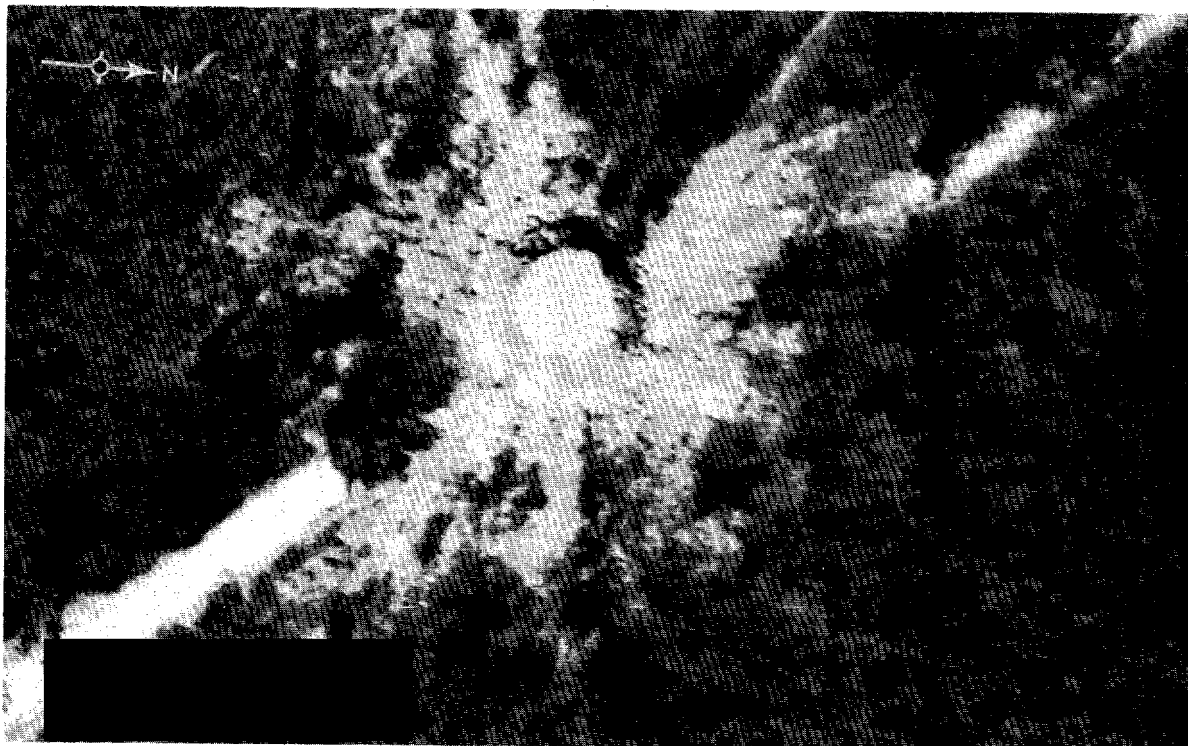
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NPIC Cable Cites 8057, DTG 100312Z, Aug 66; 8073, DTG 110128Z, Aug 66
NPIC Briefing Boards L-1529, L-1530



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FIGURE 4. INTERDICTION POINT, ROUTE 911, LAOS

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NPIC L-5072 (8/66)

FIGURE 5. DERELICT VEHICLES, ROUTE 911 LAOS

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SPECIAL PHOTOGRAPHIC SUPPLEMENT

Prior to the French withdrawal at the end of the Indochina War, all railroad bridges were destroyed south from Vinh to the seventeenth parallel. The rail itself was later removed by the Vietminh and probably cached or used for other purposes. Although reconstruction of the rail line south of Vinh was first reported in [REDACTED] it was never completed and its utility as a part of the logistics net was nullified by U.S. bombing in [REDACTED]. Significantly increased activity in [REDACTED] indicated a possible attempt to complete this rail line.

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The rail line from Vinh south to the Ngan Sau river crossing is now only partially rebuilt and probably unused. Track has not been relaid between Vinh and Tho Tuong, on the north bank of the Song La Giang (river). The Yen Thai Railroad Bridge over the Song Ca [REDACTED] at 18-35N 105-37E and the Tho Tuong Railroad Bridge over the Song La Giang [REDACTED] at 18-32N 105-35E have not been reconstructed (Figure 6). The Quang Te Railroad Bridge over the Khe Hac Giang [REDACTED] remains serviceable (Figure 7); however, the rail line has been interdicted at several points between Tho Tuong and the destroyed Trai Hoi Railroad Bridge over the Ngan Sau [REDACTED] at 18-21N 105-37E (Figure 8). The condition of this rail segment, as well as the location of a transshipment point adjacent to the destroyed bridge on the south bank of the Ngan Sau, indicate that waterborne shipment is probably being utilized between the bridge and the Vinh area.

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25X1A

The rail line is serviceable, with transloading, from the Trai Hoi Bridge south to Thuong Phong Trang at 17-54N 106-00E. The bridge and by-pass construction at all river and stream crossings along this segment and the active extension of the rail line southeast of the Thuong Phong Trang area (Item 3) indicate a probable intention to re-establish rail connection with Dong Hoi. The status of this construction is as follows:

A partially constructed railroad by-pass bridge is located southeast of the serviceable Xom Hoai Railroad and Highway Bridge over the Rao No [REDACTED] at UTM WF680219 (Figure 9). Construction of the bridge and by-pass railbed apparently has been temporarily halted.

A railroad by-pass has been constructed northeast of the serviceable Dong Bai Railroad Bridge over the Song Tiem [REDACTED] at 18-09N 105-43E (Figure 10). A cable bridge on the by-pass has replaced the destroyed Dong Bai Railroad Bridge North over the Song Tiem [REDACTED].

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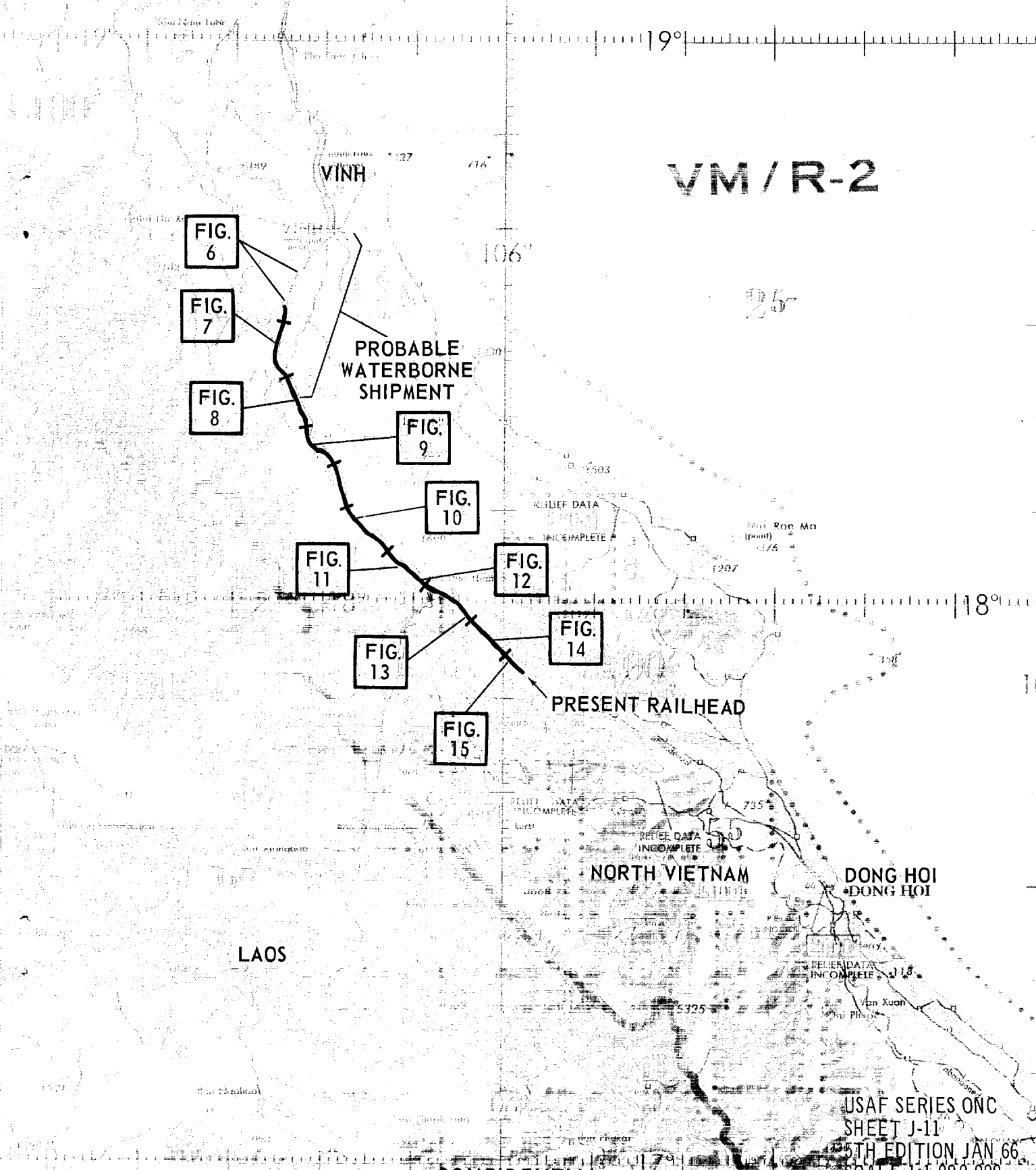
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however, decking has not been observed on the bridge and its serviceability is undetermined.

25X1A Construction of a railroad by-pass north of the La Khe Thon Railroad Bridge over the Ngan Sau [REDACTED] has been discontinued since the vehicular bridge at UTM WE871975, which was apparently to be used in a dual capacity, was severely damaged (Figure 11). The La Khe Thon Railroad Bridge was rendered unserviceable by air strikes subsequent to [REDACTED] 25X1D

25X1A The Bai Duc Thon Railroad Bridge South over the Khe Ba Giang [REDACTED] 25X1A [REDACTED] is being actively used to by-pass the heavily damaged Bai Duc Thon Railroad and Highway Bridge over the Khe Ba Giang [REDACTED] 25X1A at 18-03N 105-50E (Figure 12).

A railroad by-pass is under construction around the destroyed Xom Khe Railroad Bridge over the Khe Net [REDACTED] at 17-58N 105-55E 25X1A (Figure 13). In addition to the by-pass, a railroad cable bridge constructed at the original bridge site will probably provide a means of shuttling material across the Khe Net (Item 2).

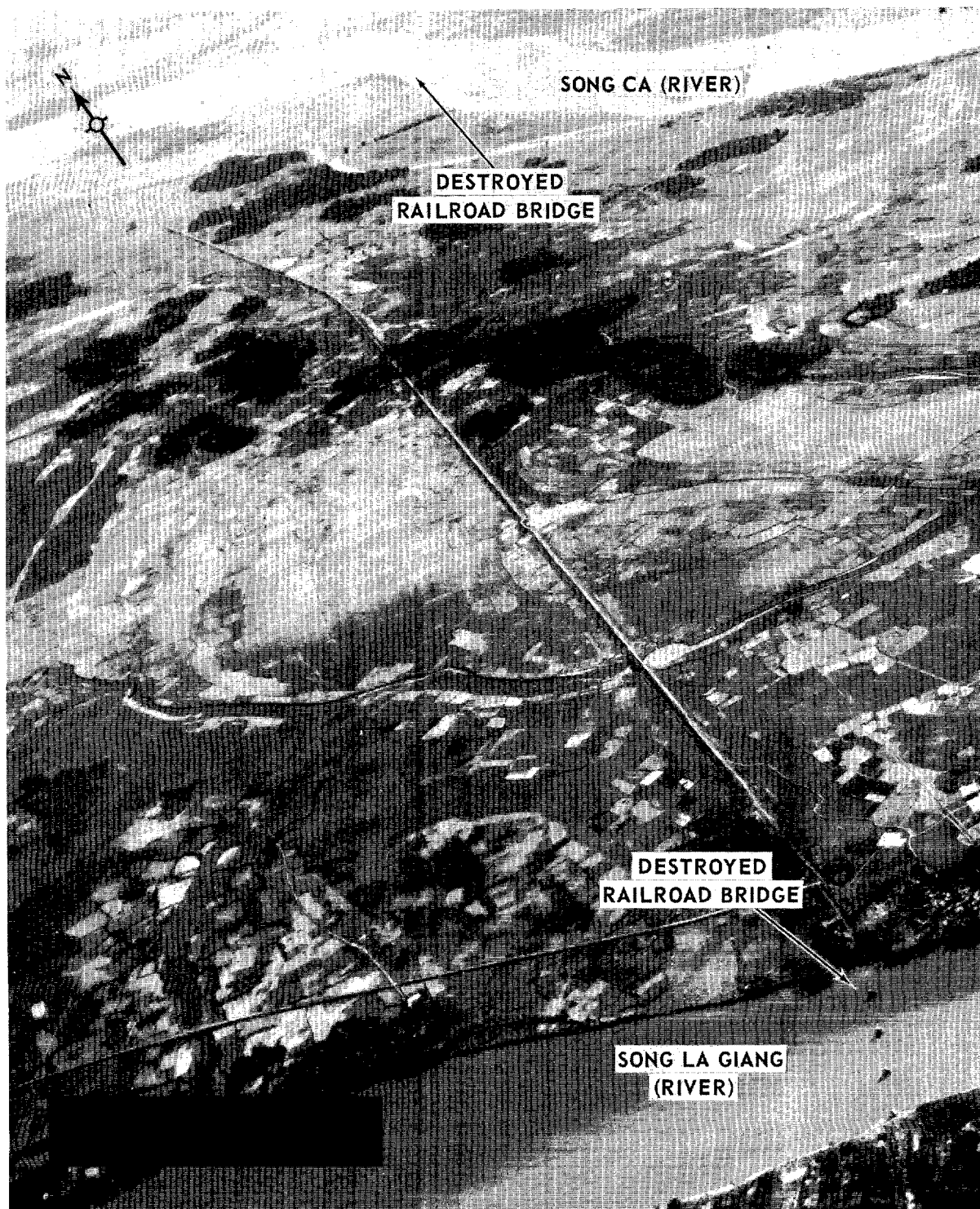
A railroad cable bridge is under construction at the destroyed Kim Lu Xa Railroad Bridge over the Khe Danh [REDACTED] at 17-57N 105-57E 25X1A (Figure 14). At least two cables extend from the north bank to the pier of the destroyed bridge.

A railroad by-pass bridge is under construction east of the destroyed Thuong Phong Trang Railroad Bridge over the Rao Nay [REDACTED] at 17-54N 106-00E (Figure 15). 25X1A

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[REDACTED]

NPIC Cable Cites 7803, DTG 190113Z, Jul 66; 7852, DTG 220227Z, Jul 66; 7936, DTG 300136Z, Jul 66; 8000, DTG 042215Z, Aug 66; 8014, DTG 052141Z, Aug 66; 8056, DTG 100247Z, Aug 66
NPIC Briefing Boards L-1241, L-1278, L-1383



NPIC L-5074 (8/66)

FIGURE 6. DESTROYED RAILROAD BRIDGES, VINH/DONG HOI RAIL LINE, NORTH VIETNAM



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NPIC L-5075 (8/66)

FIGURE 7. RAILROAD BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

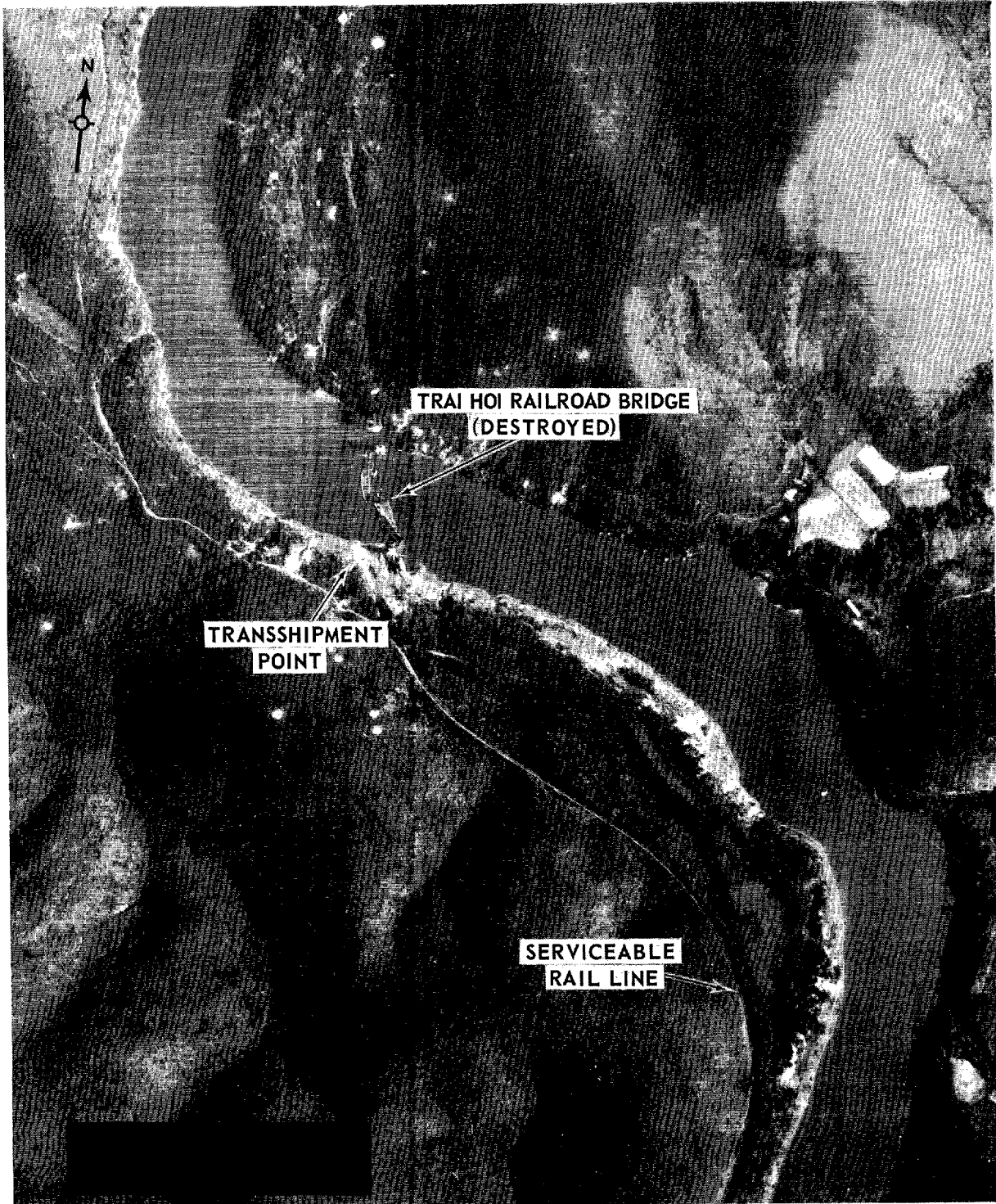


FIGURE 8. WATER-TO-RAIL TRANSSHIPMENT POINT, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

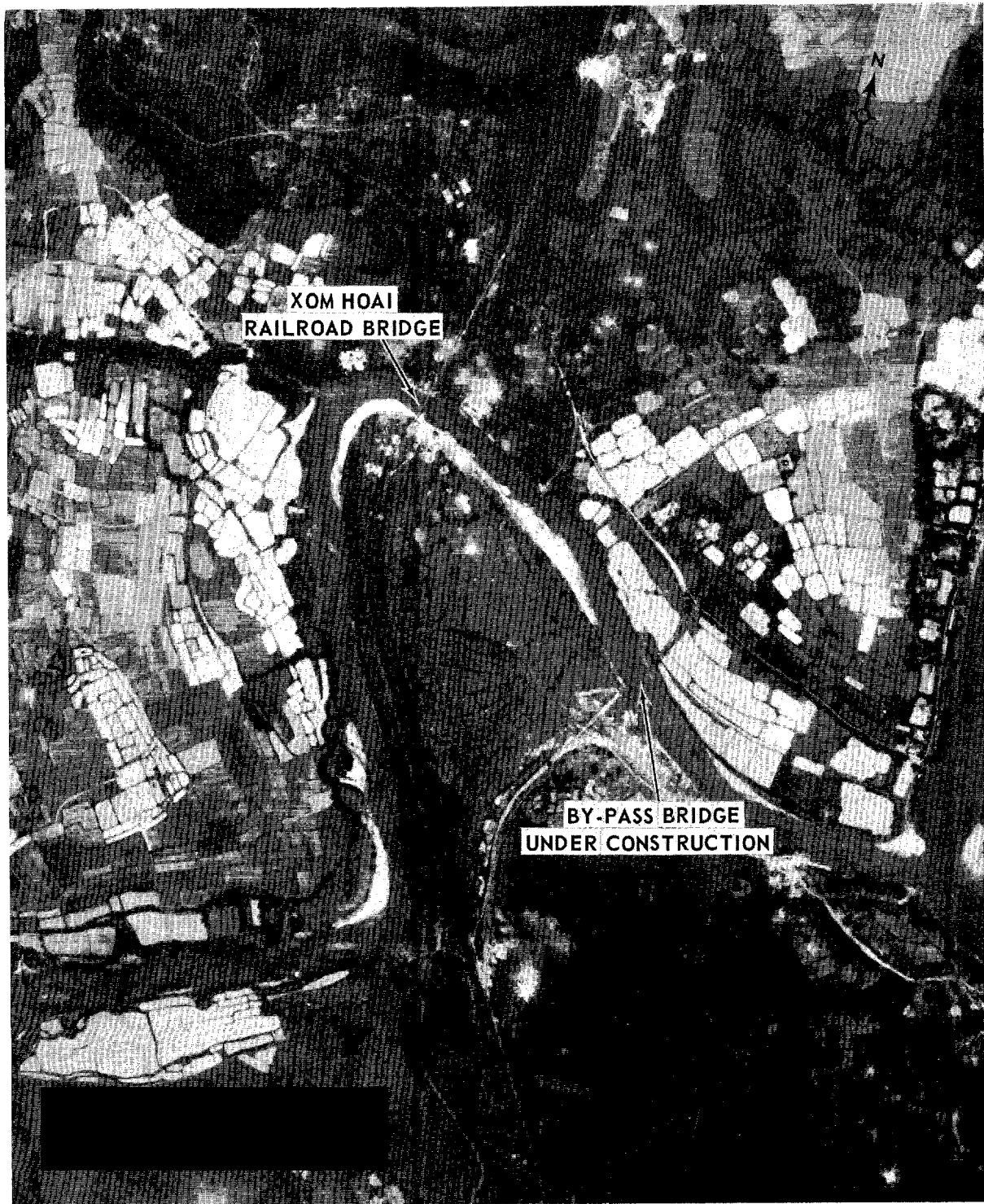


FIGURE 9. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

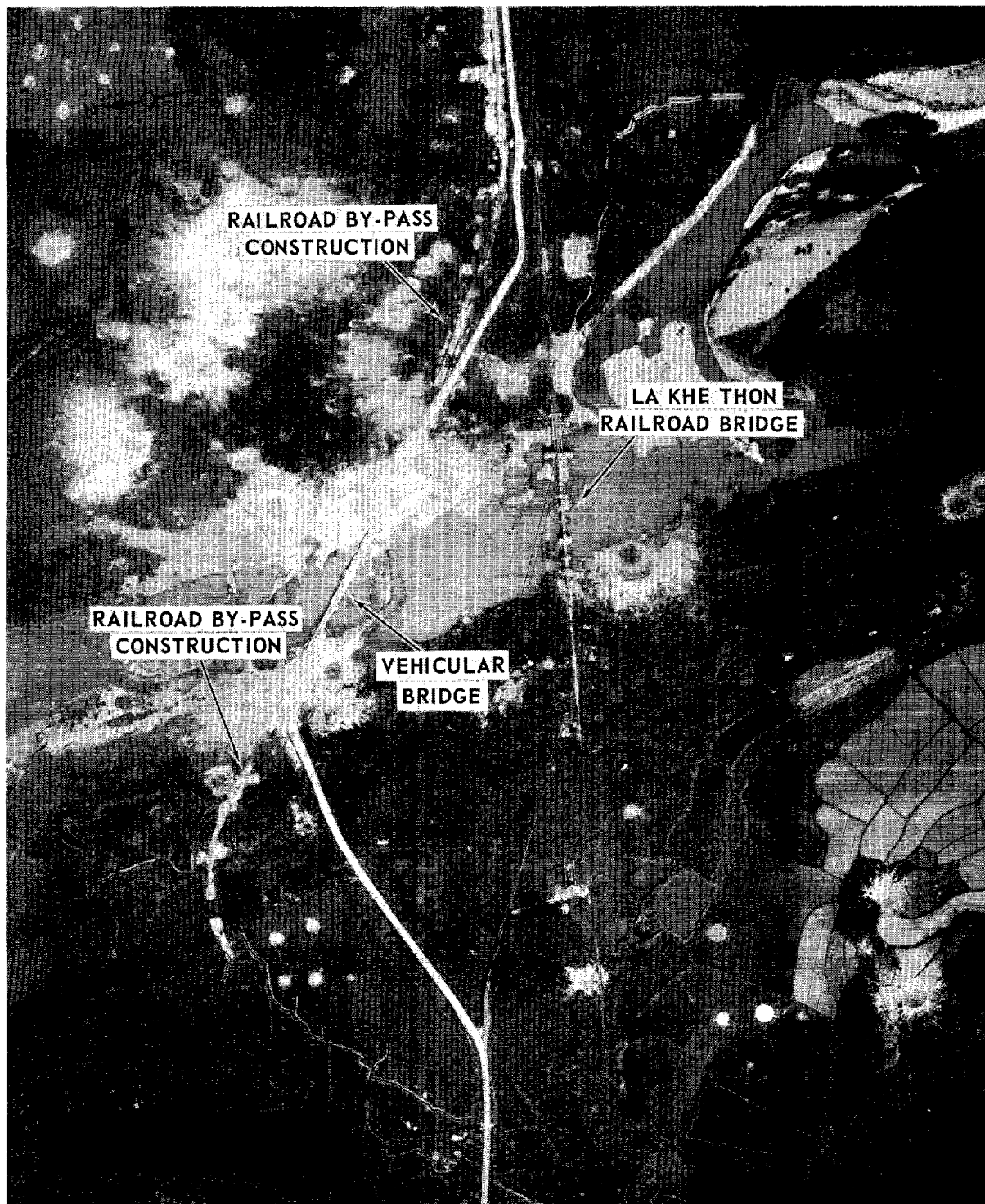


NPIC L-5078 (8/66)

FIGURE 10. RAILROAD BY-PASS, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

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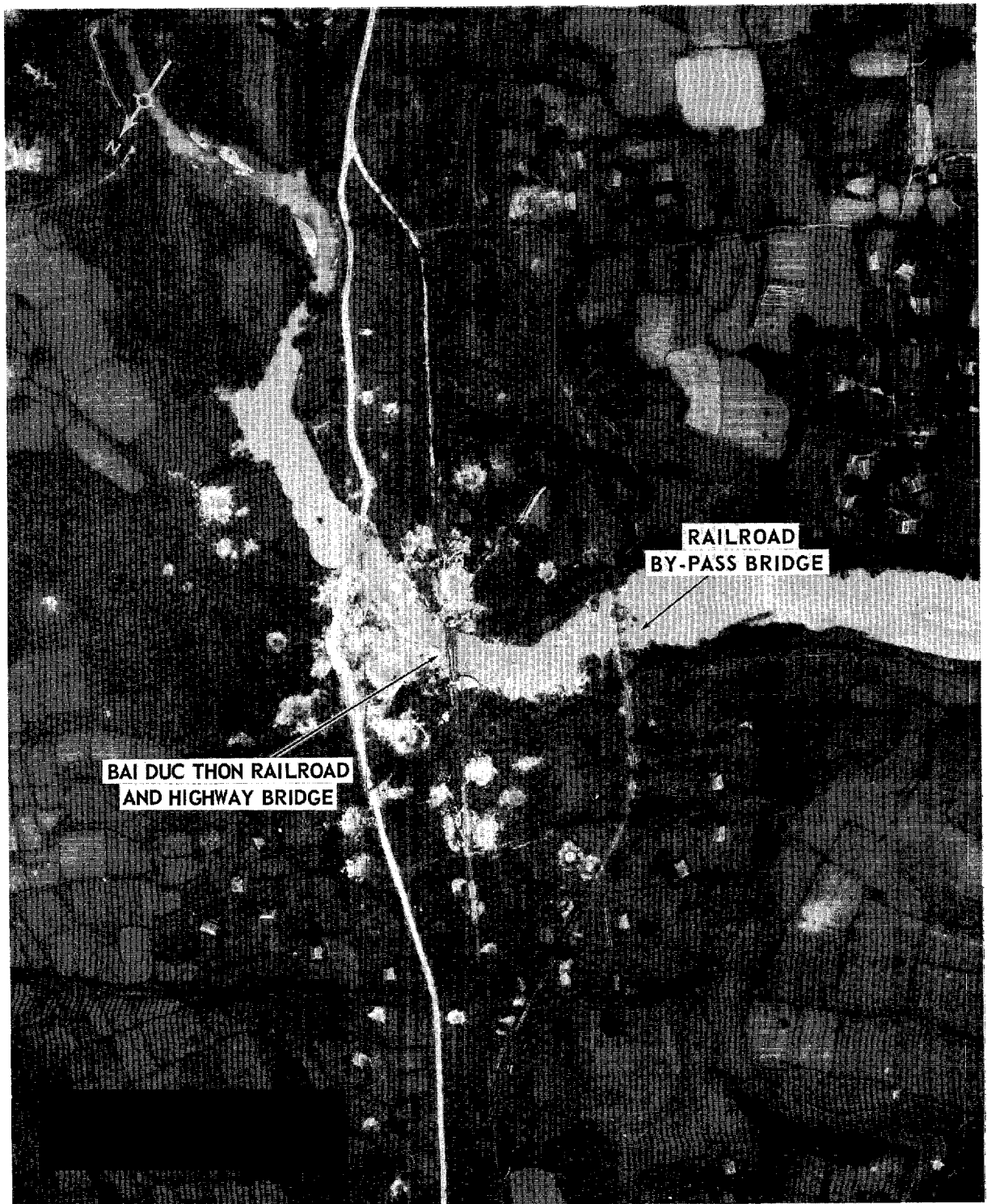


NPIC L-5079 (8/66)

FIGURE 11. RAILROAD BY-PASS CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

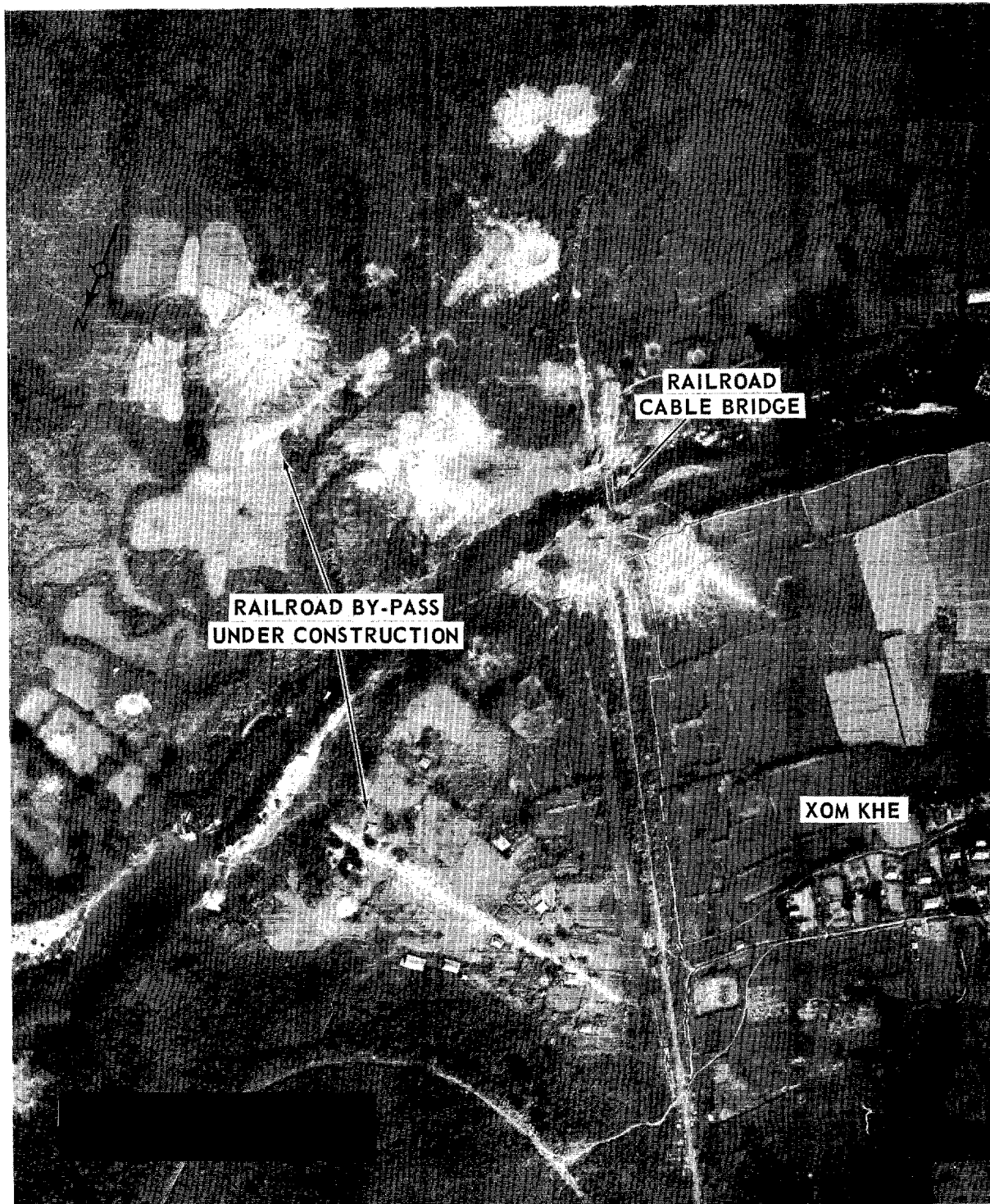
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NPIC L-5080 (8/66)

FIGURE 12. RAILROAD BY-PASS BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM



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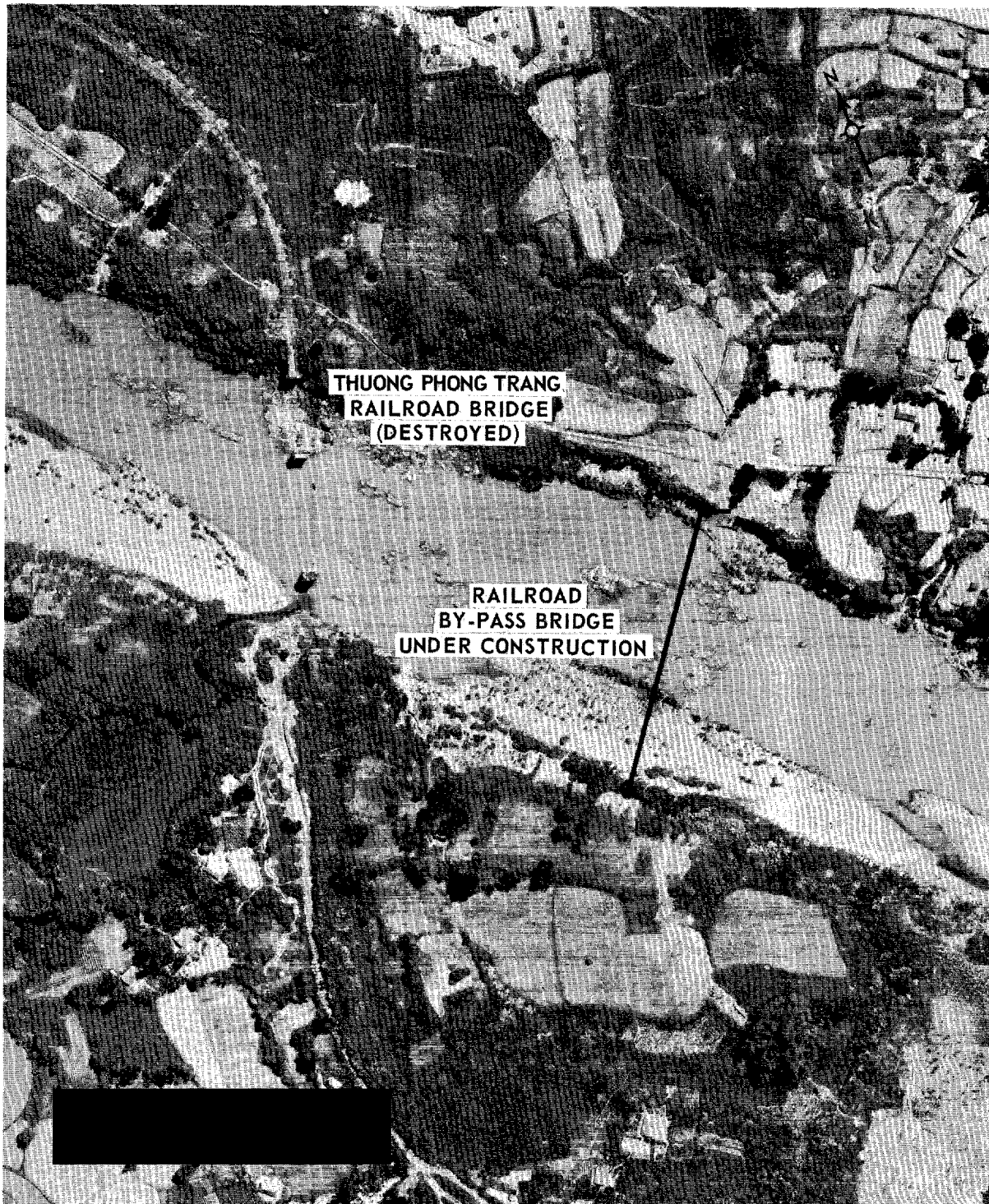
NPIC L-5081 (8/66)

FIGURE 13. RAILROAD BY-PASS UNDER CONSTRUCTION, VINH/DONG HOI RAIL LINE,
NORTH VIETNAM



NPIC L-5082 (8/66)

FIGURE 14. RAILROAD CABLE BRIDGE UNDER CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM



NPIC L-5083 (8/66)

FIGURE 15. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

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